

## NAMING VESSELS.

A British Plan for Perpetuating the Fame of Heroes.

Simplicity of the System in Vogue in the United States Navy—About the Customs of Other Nations.

"Why do foreign nations give such odd and oftentimes fanciful names to their warships?" is a question that has often been asked since the visiting fleet arrived in New York. The system of nomenclature in the United States navy is very simple. The great battle ships are named after states, and the first-class cruisers after large cities. The latter are represented by the Philadelphia, the Chicago, the Newark, the Atlanta, the Baltimore and the San Francisco. The gunboats are christened after smaller towns where celebrated battles have been fought. The Pennington and the Concord are instances of the naming of this class of vessels. A popular idea about the naming of the British ships is that Englishmen select names for their war vessels as they do for their inns. At first glance the Magicienne, the Tartar and other vessels bearing even more fanciful names seem to have as much reason for their titles as do the Crown, the Maggie, the Artichoke, the Queen, and other quaintly named inns of old England. The idea, however, is erroneous, according to the New York Times. The United States method of naming vessels is modeled after that of the British navy. The name of each vessel is an index to its class, capacity, number of guns, etc. The English, however, have divided their ships into a number of classes and divisions, which makes their system at first a little confusing. Then again, for some special reason, they admit to a peculiarly named class a vessel with another title. The battle ships representing a tonnage of fourteen thousand are either called after sovereigns or are given names having some special attribute of the nation, prefixed by the word "Royal." The Royal Sovereign and Empress of India are two of England's great battle ships. The Blake, the flag ship of the English fleet in this country, belongs to the admiral class and is named after one of England's greatest naval heroes. The admiral ships are first-class cruisers—armed ships, the British call them. Blake was the pride of England during the days of the commonwealth. Charles I. had been legally—according to the interpretation of the times—murdered, and his sons, the duke of York and the prince, afterward to be Charles II., had taken refuge with their French consuls. To prevent "the king coming over the water," as the old Jacobite saying ran, Blake kept from England's shore the royal fleet, and defeated it in a great battle in the waters of the Tagus. In 1652 Blake gained a victory over Van Trump, after a running fight of three days along the coast of Holland. His last great exploit was the capture of Santa Cruz, until then considered by the Spaniards as their impregnable fortress. A remarkable fact connected with Blake's career was that he did not become a sailor until he was fifty years of age. As long as there is a British navy, so long will there be a ship named after him. In the national gallery in London there hangs a picture representing an old war ship, battle-scarred and time-worn, being towed to her last anchorage by a tug. There is something very pathetic in this picture, and it is one of the most popular in the entire collection. The English thus feel for their old battle ships almost the same affection that they have for the heroes who commanded them. They are to them living creatures, and long after they have been dismantled and broken up their names are retained in the memory of a grateful country. The British navy has certain classes in which these names are invariably given to new ships. The names are fanciful, but they originated in an age of poetry. The Frenchman, the Jean Bart, is named after the Nelson of France, one of her earliest and greatest naval captains, the son of a fisherman. The French system of nomenclature is based on the design of the ship and that of the service for which it is intended. The Dutch ship Van Speyk is named after the Dutch admiral who, after many victories, found himself pursued by the enemy and blew up his ship, with everyone on it, rather than be conquered. Italy embalms the memory of Giovanni Bausan in the handsome cruiser which is no stranger to New York. Italy, Russia and the Netherlands have followed the English system in naming their cruisers of a certain class after their admirals. Spain names after royalty, Brazil after provinces, and the Argentine Republic celebrates the 9th of July, 1853, her natal day, in her first steel cruiser.

### Identification of Signature.

The growing fashion of giving girl children but one name, as "Helen" or "Katherine," so that when, if they marry, they may retain, with their new signature, their full maiden name, is part of this subject of identification of signature, writes Frances E. Langman in the May Ladies' Home Journal. "Mollie Irene Brown" is not as euphonious nor as sensible as "Mollie Garfield Brown" or "Nellie Grant Sartoris." This custom has the further advantage of securing the woman's immediate recognition not only as her husband's wife, but also as her father's daughter. Mrs. Brown or Mrs. Sartoris signifies but little, but Mrs. Garfield Brown or Mrs. Grant Sartoris tells its own story.

### Silk Manufacturing.

According to the census figures the silk manufacturing industry in this country has grown wonderfully in the past ten years. In 1890 goods to the value of \$99,000,000 were turned out, as against \$4,500,000 in 1880. The number of hands employed here also increased from about 31,000 to 51,000, and the number of spindles have expanded from 508,107 to 1,254,726.

## CHANGES AT SEA.

Little of Romance Left in Jack Tar's Life.

The Introduction of New Customs Brought About by the Use of Steam and Electricity on War Vessels.

The advent of steam and steel, engines and electricity, to the navy has robbed the life of a man-of-war's man of much of the romance which clung to it for centuries, and, according to the Boston Herald, scarcely a month now passes without the introduction of some new custom or the modification or abolition of some old one, for the purpose of adapting the routine of a war ship to altered conditions. The latest change is one of the most radical of all, and calculated to give a rude blow to the conservative old salts who have maintained that the service has been going steadily to the dogs since the removal of sails, smooth bords and boarding pikes. It is no less a reform than the abolition of the time-honored custom of dividing the ship's company into two equal watches, the starboard and the port, one of which had always, in the past, to be on deck at sea, pursuant to the "watch and watch" system, which gave the jack tar four hours of rest alternating with four of watch. In the old days of sails it was quite necessary to have half the crew standing by at all times in readiness to lay off the braces, to reef topsail, to shorten or make sail. But we have changed all that, and the navy department now proposes another system.

The huge machinery, with its ponderous boilers and powerful engines, is now the motive power, and the deck force has little to do when under way beyond the hoisting out of masts, keeping a lookout and preserving cleanliness. Were it not for the masting of guns, the deck force required of a modern war ship would hardly exceed one-tenth of the number formerly maintained. The ancient sleep-preventing practice of keeping a hundred or more men on deck at all times is accordingly an anachronism.

So it is now proposed to divide the crew into four instead of two parts, and but one of these quarter watches, perhaps but half a quarter watch, will be kept on deck under ordinary conditions at sea. These four equal divisions will be based upon the disposition of the battery with reference to sections of the ship the latter occupies. The system of giving every man a number will also be changed. Heretofore the number corresponded to the "part of the ship" wherein a man was stationed, the number from one hundred and one to two hundred inclusive, for instance, being assigned to the foretopmen, two hundred and one to three hundred to the maintopmen, etc., odd numbers being in the starboard watch and even ones in the port. But forecastle and foretop, mainmast and mizzenmast and afterguard have disappeared with the "parts of the ship" from which they take their name. Accordingly, each man will be designated by four numerals, each having some significance. Thus, suppose a man's number should be 1,239. The first numeral, "1," would signify his class of corps, "2" his gun division and "39" his individual number in the class and division to which he belonged. The change, together with that above referred to of abolishing "parts of ship," is indeed radical, and many a veteran of the old navy, as he reads of it, will doubtless consider it revolutionary and removing him and his own naval experience still further back in a past epoch. The beautiful old song: "Larboard Watch, Ahoy," received its first blow when the word "port" was substituted for "larboard," in view of the confusion likely to arise from the latter word's similarity to "starboard." The second blow has now come in the abolition of the "watches" altogether.

Another marked change is the new cap salute. The old naval salute, easy but unilitary, was a simple raising of the cap, almost identical with that commonly used between civilians in exchanging greetings. Instead of this, the saluting officer or man who stands rigidly at "attention" brings his hand smartly and with precision to the visor of the cap, and holds it there punctiliously, until the salute is returned. The old style was, to say the least, slovenly. The new fashion is smart, dressy, ceremonious and military. Thus the changes succeed each other. Already the representative of the "old navy" feels constrained on the steel hulls of the new, surrounded with unfamiliar weapons and instruments, gearing and mechanism generally. He will soon feel considerably out of place.

### Americans Should Learn This.

The Indians on the Missouri river tread water just as the dog treads it. Among the natives of Joazeiro, an island on the coast of Madagascar, young persons walk the water, carrying fruit and vegetables to ships becalmed or it may be, lying in the offing miles away. At Madras, watching their opportunity, messengers with letters secured in an oilskin cap, plunge into the boiling surf and make their way to the vessels outside, treading the water through a sea in which no ordinary boat could live. At the Cape of Good Hope men used to proceed to the vessel in the offing through mountain billows, treading the water as they went with the utmost security.

### He Neant Well.

At an "at home" of a Buffalo man's wife, the footman was called upon to do duty as a butler. He was much taken aback by the extreme thinness of the slices of bread and butter with which he had to serve the guests. Finally, as he was passing the plate to an old dowager for the third time, he remarked, in a very audible whisper: "If you slap three or four slices together, mum, maybe you can get a bite."

## REAL SOURCE OF THE NILE.

Dr. Baumann's Explorations Seem to Settle a Long Disputed Point.

The problem of the ultimate source of the Nile seems finally to have reached a solution through the recent explorations of Dr. O. Baumann, says the New York Evening Post. Thirty years have elapsed since Speke sent to the Royal Geographical Society of London his famous laconic dispatch: "The Nile is settled," announcing the discovery by him of the great equatorial lake Victoria Nyanza, supposed to be the main head basin of Africa's mighty river. This discovery was followed soon afterward by that of a second, seemingly still larger, equatorial lake, the Albert Nyanza, which divided the honors of "Conqueror of the Nile" between Speke and Sir Samuel Baker. The progress of more modern African exploration, while it has served in many ways to bring about a truer knowledge of the mutual relations of these two large lakes than was known to Speke and Baker, and to establish the more positive claims of the Victoria lake, had not, until Dr. Baumann's journey, answered the still significant question regarding the position of the headwaters of these lakes; in other words, the actual fountain head of the Nile had yet to be discovered. This is now shown to be on the eastern face of the "height of land" which closely borders Lake Tanganyika on the northeast, the source of the Kagera, or Ruwuvu, a western and the most powerful tributary of the Victoria Nyanza. This position was reached by Dr. Baumann on the 19th of September last. With its source thus placed between the third and fourth parallels of south latitude, the Nile traverses thirty-five degrees of latitude and becomes a close rival in length of the combined Mississippi-Missouri system of rivers.

## FASHION CAN'T BE FORCED.

Style in Costume Generally the Result of Accident or Incident.

From the first beginnings of the history of dress, which date from the garden of Eden, there is no instance of the deliberate adoption of a costume. No person or body of persons has ever said: "Go to, we will now make a fashion," and has made it. The history of dress is the history of the accidental and the incidental. It does not require a very long memory to look back over the futile efforts to force fashions, supported by the most unanswerable arguments, on the unoffending women of this country. The New York Evening Sun instances bloomer costume, which was organized and promoted by Mrs. Amelia Bloomer, now a hard-working woman in long skirts out west. A few years ago the divided skirt, which Lady Barborton has for twenty years tried to coax English women into, was busily taken up and eloquently promulgated in this country. A number of outwardly well-clad women were really persuaded to put it on. It proved to be not only ugly, but a nuisance, and the same women not only discarded it, but put on tight; the promoters of the divided skirt now call themselves a national council, and have put forth another scheme of dress for women. National is a large word. It is pretty safe to say that unless the national council is backed up by the army and navy there is very little hope that their costumes, even those unqualifiedly supported by reason and anatomy, will be adopted by the women of the country. Neither reason nor anatomy has ever had much to do in enforcing a fashion.

## SHARP PEOPLE OF CAPE COD.

How Some Speculators Got Ahead of the Town Government.

A story of sharp legislative practice comes from Cape Cod. It also illustrates the cunning methods of town government on that old-fashioned peninsula. Some of the citizens of a certain town believed they saw a remunerative enterprise in raising herrings in a fresh-water pond near the sea, with which it had once been connected by a small creek now filled up. Thereupon they petitioned the legislature for a license to use the waters of the pond, at the same time giving notice of their application to the local authorities, as required in such cases. The sleepy town fathers were so slow in calling a meeting to consider the question of assent or protest that they were anticipated by the passage of the bill. The meeting was held, nevertheless, and angry protests were put on record against giving to a few persons natural advantages that rightly belonged to and should be enjoyed by the many. Undismayed by the storm they had provoked, the gentlemen interested in the propagation of herring have petitioned the harbor and land commissioners for permission to reopen the old waterway from the sea.

## REAL FIGHTING DERSHISERS.


They Will Dare Death in the Struggle for Their Faith.

It is easier to turn a hungry tiger aside from his prey than a thoroughly excited dervish from his swoon on an enemy, says a military correspondent. His half brother in fanaticism and creed, the Indian or Afghan Ghazi, is terrible, but the African and Arab dervish is superlatively awful, with an incurable delirium for his opponent's gore. Howling and whirling dervishes, such as travelers are "specially conducted to see when visiting the east," are a comparatively harmless sort of lunatics compared with those types of the African bigots who, "converted" to Mahdism, burn to run amuck with the rest of unbelieving humanity. Once fairly bitten with the tarantula of Moslem sectarian zeal, the proselyte is consumed with the belief that the delights of the seventh or any number of heavens await him if he can only engage in sturdy, steady butchery of "infidels" of his own or any race. It is a matter of indifference to him if in the operation, while he sheathes his sword in his and his prophet's enemy, the latter is doing the same to him. Quick and happy translation he holds of his secret reward.

## HAVE YOU TRIED DRUGS AND FAILED TO FIND A CURE? DR. SANDEN'S ELECTRIC BELT

Thousands of Cures by our Belts are persons who have done so.

WITH NEW ELECTRIC SUSPENSORY.



The Crowning Triumph in Medico-Electrical Science! It cures all diseases curable by Electricity. It is a complete battery, as used by the foremost physicians, made into a Belt, so as to be easily worn during work, or at rest. It gives soothing, prolonged currents, which can be carried to any part of the body where there is pain, and will give instant relief, as Electricity permeates the entire system with a natural, glowing heat, rejuvenating every weak organ or part of the body.

**WEAK MEN**  
Suffering from Nervous Debility, Seminal Weakness, Impotency, Drains, Losses, Nervousness, Sleeplessness, Lame Back, Kidney or Bladder Troubles, or general ill health, resulting from over-taxation of brain or nerve force, abuses, excesses, worry or exposure, will find a speedy relief and permanent cure in this marvelous invention, which requires but a trial to convince the most skeptical. In your ignorance of effects of excess, or exposure, you may have unduly drained your system of nerve force and vitality—while the elements thus drained, which are required for vigorous strength, you will remove the cause, and health, strength and vigor will follow at once and in a natural way. This is our plan and treatment.

Dr. Sanden's Electric Belt is no experiment, as we have restored thousands to robust health and vigor, after all other treatments failed, as can be shown by hundreds of cases throughout this State, who would gladly testify, and from many of whom we have strong letters bearing testimony to their recovery after using our Belt.

Our 200 page book "Three Classes of Men," should be read by every young, middle-aged and old man, sent sealed, free. It explains our plan of treatment, gives testimonials from people in all stations in life and from all parts of the country, including very many in New York City, whom we have cured, thus showing our marvelous work at home. Do not delay writing for it. It will cost you nothing, and may be the means of renewing your life and health.

The Greatest Boon on Earth is Health and Vigorous Strength. It brings wealth, happiness and fruitful marriage.

THESE COLORADO GENTLEMEN WRITE US—YOU MAY WRITE TO THEM—SEE BELOW.

**NERVOUS EXHAUSTION AND DEBILITY CURED.**  
Dr. A. T. Sanden, Dear Sir—I wish to say for the benefit of suffering humanity that I got out of your Electric Belt two months ago when I was afflicted with one of the most severe cases of nervous exhaustion, and I most cheerfully testify to its curative properties, as I have been on and still growing stronger every day since using it, and will shortly take it off, feeling that I am perfectly cured.  
Yours, B. SWATZ, Freeman Overland Cotton Mills, Denver, Colorado, August 6, '92.

**INDICATION, LIVER AND KIDNEY DISEASES CURED.**  
Dr. A. T. Sanden, Dear Sir—I bought one of your belts while in Lyons last January. I was then troubled with indigestion, constipation, liver and kidney troubles. I was generally debilitated, and must say that your belt is all that you claim for it, as it has helped me wonderfully. I have been given it steadily. I have also found that it is only necessary to apply the belt a few hours to get a good night's rest.  
Yours Respectfully, C. HINDMAN, Longmont, Colorado, July 23, '92.

**NERVOUS DEBILITY CURED.**  
Dr. A. T. Sanden, Dear Sir—I have been using your No. 3 belt I bought of you last July, and can honestly advise any one who is troubled with nervous debility, pains in the head, and kidney troubles to use your Electric Belt. I am a constant smoker by trade, and have been led up to it a time for the last two or three years with a lame back, but now my back feels as strong as ever. With the best wishes I commend your belt to all who are troubled with this weakness.  
Yours truly, J. E. STEWART, P. O. Box 231, Denver, Col.

Dr. A. T. Sanden, Dear Sir—It gives me much pleasure to report to you after using your Electric Belt No. 5 for three months that I have improved fifty per cent, and expect in a short time to be fully restored to my natural strength. All the pain in my kidneys and inflammation of the bladder have disappeared, and I can freely say that your Electric Belt is the only treatment that could do this much. I tried many doctors until I got tired of using medicine, and I cheerfully recommend your belt to all who are troubled with this weakness.  
A. P. WHEATLEY, 214 South 8th Street, Denver, Colorado, October 24, '92.

Dr. A. T. Sanden, Dear Sir—I have been using your No. 3 belt I bought of you last July, and can honestly advise any one who is troubled with nervous debility, pains in the head, and kidney troubles to use your Electric Belt. I am a constant smoker by trade, and have been led up to it a time for the last two or three years with a lame back, but now my back feels as strong as ever. With the best wishes I commend your belt to all who are troubled with this weakness.  
Yours truly, J. E. STEWART, P. O. Box 231, Denver, Col.

Dr. A. T. Sanden's Electric Belt with Improved Electric Suspensory is the greatest boon ever given to weak men, and we warrant it to cure any of the above weaknesses, and to enlarge shrunken limbs or parts, or Money Refunded. They are graded in our book at once, sent sealed, free. Address: SANDEN ELECTRIC CO., Skinner Block, DENVER, COL.

## GROWING CRAZE FOR RANK.

American Mothers and Daughters at the East Showing Undesirable Development.

The increasing craze for rank on the part of American mothers and daughters—for, to do him justice, paternalism is as a rule indifferent to such empty honors, and only buys his child the coveted bauble simply to please, or maybe to quiet, his womankind—is regarded by the New York Tribune as a very curious phase of our fine society civilization. It is certainly not a dignified nor a desirable development on the part of the daughters of the republic; but, while English people are wont to comment scornfully—and perhaps justly—upon our republican nobishness, they seem to forget that the intense greed and rapacity for American dollars displayed on the part of their jeunesse doree is still more discreditable. Quite a new departure has been inaugurated in these latter-day transactions, which proves that the British youth has a commercial instinct that would do credit to the keenest Yankee. Not only does he now require that his bride shall be endowed with an immense fortune, but he pleasantly anticipates her demise and demands that not merely shall papa-in-law's money be settled on himself and his children, but that the heritage shall enrich his noble family in case of nonissue. In the meanwhile, with the ingenious and brutal frankness of his class, he speaks confidently of the time when he shall have "shunted" off his American connections forever.

"Have people gone crazy," said an indignant American mother the other day, "that they actually put a price upon a daughter's life, and send her among strangers who have everything to gain and nothing to lose by her death?"

"What a dreadfully gruesome idea!" said her companion, rather shocked.

"Well, what is it but that, I should like to know! You can't deny that if they grow tired of her they would rather have her money without the encumbrance."

## ORIGIN OF THE BALLET.

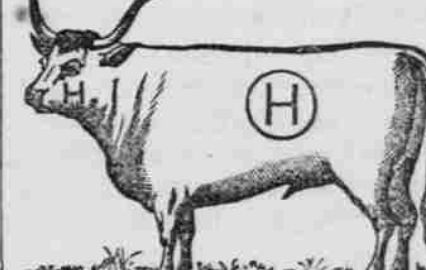
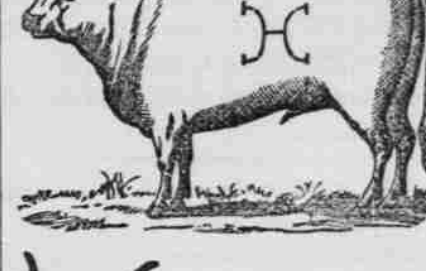
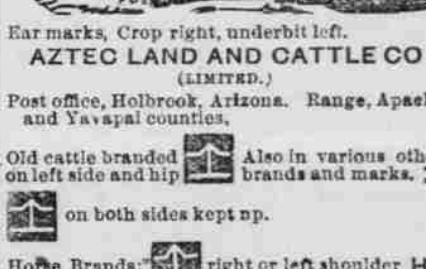
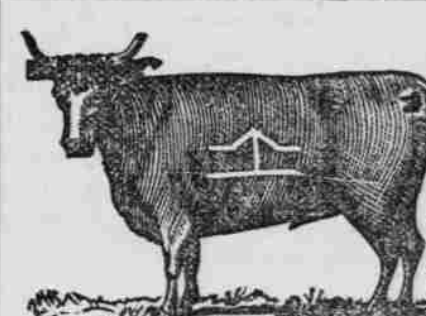
Known to Have Flourished in Italy Four Hundred Years Ago.

Strictly defined, the ballet is properly a theatrical exhibition of the art of dancing in its highest perfection, complying generally with the rules of the drama as to its composition and form. It was in existence in Italy as far back as A. D. 1500, according to Music and the Drama, the court of Turin in that day making especial use of it and the royal family and nobles taking part in it. The ballet was first introduced in France in the reign of Louis XIII., and both that monarch and Louis XIV. occasionally took part in its dances.

In its earliest presentation the ballet appeared dexterously in combination with the other theatrical acts and is said to have "completed the chaotic medley exhibited in these spectacles, which were at once mythological, allegorical, fantastic, warlike and pastoral." The reader will not be slow to observe that its development in the present day has not apparently lost sight of these conditions.

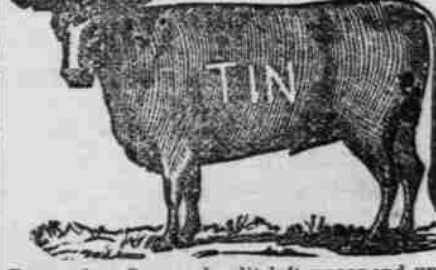
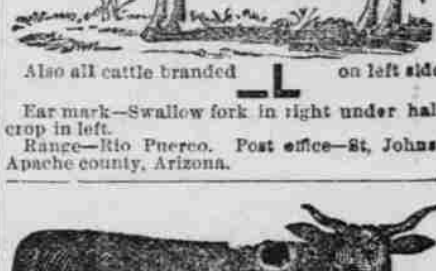
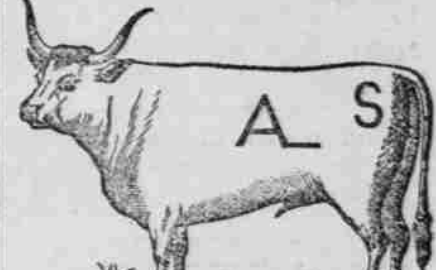
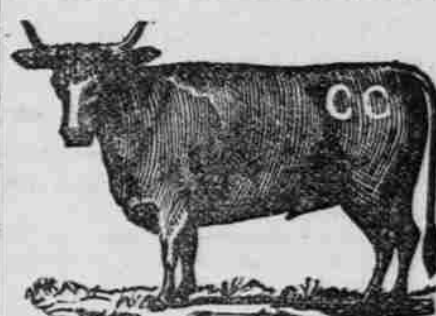
About the year 1700 women made their first appearance in the ballet, which up to that time had been performed exclusively by men, as was the case also with plays and operas, but no woman ballet dancer of any note appeared until 1790, or about a century ago. As early as 1750, however, the ballet had been separated from the opera and given an independent dramatic form. Later on in the century the ballet assumed the form of a great rhythmic pantomime, and for many decades was kept up in the theater of Milan in most exalted style.

## CATTLE BRANDS



**LORD & THOMAS, NEWSPAPER**  
Advertising, 15 to 49 Randolph St., Chicago, keep this paper on file and are authorized to make contracts with ADVERTISERS.

## CATTLE BRANDS



**BULL & SHONE.**  
Post office: Taylor, Arizona Territory. Range: Lower Show Low. Horse Brand J S left shoulder.